SOUTHERN PACIFIC SAFETY

CIRCULAR NO. 868
BULLETIN NO.1547

Dunsmuir, June 30, 1916.

ALL CONCERNED:

Effective July 3rd, daily mixed train service will be established east of Klamath Falls, as follows:

Mondays, Wednesdays and Fridays, between Klamath Falls and Kirk - train leaving Klamath Falls at about 9:00 AM.

Tuesdays, Thursdays and Saturdays, between Klamath Falls and Meva - train leaving Klamath Falls at about 9:00 AM.

This cancels the last paragraph of Circular 861, Bulletin 1541, of June 22nd.

File 522-3
Posted ______________________
1

J. W. Metcalf.

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

ME TABLE

FOR THE

STA DIVISION

Sunday, May 28, 1916, at 12:01 A. M.

CIFIC STANDARD TIME (120th MERIDIAN)

rmation of employes only, and not intended for the use of the public
eserves the right to vary from this time table at pleasure

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

SOUTHERN PACIFIC SAFETY

Shasta

Eastward. **WEED SUBDIVISION.** Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS			FIRST CLASS		Distance from San Francisco Via Marysville	SUPPLEMENT No. 1 —TO— Time Table No. 21 Effective July 18, 1916			Distance from Kirk	FIRST CLASS		SECOND CLASS		
	234 Kirk Mixed	228 Way Freight	232 Meva Mixed	40 Klamath Falls Passenger	42 Klamath Falls Passenger			**STATIONS**			39 Weed Passenger	41 Weed Passenger	227 Way Freight	231 Klamath Falls Mixed	233 Klamath Falls Mixed
	Lv. Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Lv. Tues., Thur. & Sat.	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive D Ex. Sund		
Term. Yd. WTPFO		9.30AM		4.15PM	12.30PM	348.4	DNR	**WEED**	3.3	126.5	11.25AM	3.15PM	8.4		
11		9.47		f 4.25	12.40	351.7		EVANS (Spur)	2.2	123.2	f 11.12	3.03	8.2		
29		9.57		f 4.33	12.48	353.9		GEAGAN	4.6	121.0	f 11.05	2.56	8.1		
11		10.20		f 4.48	1.03	358.5		HOEY	2.1	116.4	f 10.49	2.40	7.5		
36 P		**10.43**		f 4.55	1.10	360.6		DELANEY	2.6	114.3	f **10.43**	2.32	7.4		
55		10.54		f 5.05	1.19	363.2		MT. SHASTA (Spur)	2.7	111.7	f 10.34	2.22	7.3		
30		11.10		f 5.15	1.29	365.9		MORRISON	3.3	109.0	f 10.25	2.12	7.2		
44 Y		11.22		f 5.25	1.39	369.2		PINELAND (Wye)	4.1	105.7	f 10.15	2.02	7.0		
55 WP		11.52AM		s 5.37	**1.51**	373.3	D	GRASS LAKE	4.6	101.6	s 10.04	**1.51**	6.4		
62		12.15PM		f 5.47	1.59	377.9		ERICKSON	1.5	97.0	f 9.55	1.41	6.1		
54 YP				s 5.50	2.02	379.4		MURPHY (Wye)	2.6	95.5	s 9.52	1.38			
64		12.44		f **5.54**	2.07	382.0		PENOYAR	1.8	92.9	f 9.46	1.33	**5.5**		
2				f		383.8		ESTER (Spur)	1.5	91.1	f				
67 YP		1.03		f 6.01	2.12	385.3		BRAY WYE	1.3	89.6	f 9.40	1.28	5.2		
68 WP		**1.25**		s 6.04	2.15	386.6	D	BRAY	4.2	88.3	s 9.37	**1.25**	5.1		
64		1.48		f 6.13	2.22	390.8		KEGG	4.0	84.1	f 9.28	1.18	4.4		
63		2.03		f 6.25	2.28	394.8		JEROME	4.0	80.1	f 9.20	1.11	4.1		
65 WP		2.23		s 6.33	2.34	398.8	D	MT. HEBRON	2.6	76.1	s 9.13	1.04	3.5		
63 P		**2.39**		s 6.38	**2.39**	401.4	D	MACDOEL	1.6	73.5	s 9.07	12.59	3.3		
63		2.52		f 6.41	2.42	403.0		SOMERSET	4.4	71.9	f 9.04	12.56	3.1		
62		**3.02**		f 6.50	**2.50**	407.4		MAY	4.4	67.5	s 8.56	12.49	**3.0** **2.4**		
64 P		3.32		s 6.58	2.56	411.8	D	DORRIS	4.5	63.1	s 8.47	12.42	2.3		
63		3.52		f 7.08	3.03	416.3		CALOR	2.0	58.6	f 8.38	12.35	1.5		
7				f		418.3		IVAN (Spur)	2.1	56.6	f				
64 W		4.12		s 7.17	3.09	420.4		WORDEN	2.8	54.5	s 8.30	12.28	1.4		
62		4.27		f 7.22	3.13	423.2		ADY	3.6	51.7	f 8.24	12.22	1.3		
70		4.47		s 7.30	3.20	426.8		MIDLAND	4.0	48.1	s 8.16	12.15	1.2		
63		4.57		f 7.37	3.27	430.8		TEXUM	3.4	44.1	f 8.07	12.07	1.1		
Term. Yd. WFYP	9.00AM	5.15PM	9.00AM	7.45PM	3.35PM	434.2	DR	**KLAMATH FALLS**	2.4	40.7	8.00AM	12.01PM	1.0		
64	9.05		9.05			436.6		CHELSEA	2.1	38.3					
68	9.09		9.09			438.7		WOCUS	4.3	36.2					
64	9.35		9.35			443.0		ALGOMA	4.6	31.9					
64	9.45		9.45			447.6		OUXY	3.5	27.3					
	9.52		9.52			451.1		HARRIMAN LODGE (No Siding)	1.1	23.8					
64	10.00		10.00			452.2		LELU	4.3	22.7					
69	10.13		10.13			456.5		LOBERT	4.9	18.4					
64 WYP	10.30		10.30			461.4	D	CHILOQUIN	1.3	13.5					
4						462.7		PINE RIDGE (Spur)	1.7	12.2					
6						464.4		SYCAN (Spur)	1.4	10.5					
66	10.50		**10.50AM**			465.8	R	**MEVA**	4.1	9.1					
71	11.00					469.9		SPRAGUE	5.0	5.0					
71 YP	11.15AM					474.9	R	**KIRK**		0.0					11.35AM
	Ar. Mon., Wed. & Fri.	Arrive Daily Ex. Sunday	Ar. Tues., Thur. & Sat.	Arrive Daily	Arrive Daily			(126.5)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave. Tues., Thur. & Sat.	Leave Mon., Wed. & Fri.
	(2.15)	(7.45)	(1.50)	(3.30)	(3.05)			Time over District			(3.25)	(3.14)	(7.45)	(1.55)	(2.15)
	18.09	11.07	17.23	24.51	27.78			Average speed per hour			25.11	26.53	11.07	16.48	18.09

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 232 is superior to No. 231 and No. 234 is superior to No. 233.

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

IME TABLE

21

FOR THE

STA DIVISION

t Sunday, May 28, 1916, at 12:01 A. M.

CIFIC STANDARD TIME (120th MERIDIAN)

rmation of employes only, and not intended for the use of the public

eserves the right to vary from this time table at pleasure

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Shasta

CIRCULAR NO. 861
BULLETIN NO. 1541

Dunsmuir, June 22, 1916.

ALL CONCERNED:

Effective Monday, June 26th, Daily Freight Train Service will be established between Weed and Klamath Falls.

Effective July 3rd, Tri-weekly Mixed Train Service will be established between Klamath Falls and Kirk; trains leaving Klamath Falls 9:00 A.M. on Mondays, Wednesdays and Fridays.

J. W. Metcalf.

File 522-3
3
Posted ____________

Eastward.

WEED SUBDIVISION.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS				FIRST CLASS				Distance from San Francisco Via Marysville	SUPPLEMENT No. 1 —TO— Time Table No. 21 Effective July 18, 1916		Distance from Kirk	FIRST CLASS				SECOND CLASS		
		234	228	232			40	42			STATIONS		39	41			227	231	233
		Kirk Mixed	Way Freight	Meva Mixed			Klamath Falls Passenger	Klamath Falls Passenger					Weed Passenger	Weed Passenger			Way Freight	Klamath Falls Mixed	Klamath Falls Mixed
		Lv. Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Lv. Tues., Thur. & Sat.			Leave Daily	Leave Daily					Arrive Daily	Arrive Daily			Arrive D Ex. Sun		
Term. Yd. WTPFO			9.30AM				4.15PM	12.30PM	348.4	DNR	**WEED** 3.3	126.5	11.25AM	3.15PM			8.4		
11			9.47				f 4.25	12.40	351.7		EVANS (Spur) 2.2	123.2	f 11.12	3.03			8.2		
29			9.57				f 4.33	12.48	353.9		GEAGAN 4.6	121.0	f 11.05	2.56			8.1		
11			10.20				f 4.48	1.03	358.5		HOEY 2.1	116.4	f 10.49	2.40			7.5		
36 P			**10.43**				f 4.55	1.10	360.6		DELANEY 2.6	114.3	f **10.43**	2.32			7.4		
55			10.54				f 5.05	1.19	363.2		MT. SHASTA (Spur) 2.7	111.7	f 10.34	2.22			7.3		
30			11.10				f 5.15	1.29	365.9		MORRISON 3.3	109.0	f 10.25	2.12			7.2		
44 Y			11.22				f 5.25	1.39	369.2		PINELAND (Wye) 4.1	105.7	f 10.15	2.02			7.0		
55 WP			11.52AM				s 5.37	**1.51**	373.3	D	GRASS LAKE 4.6	101.6	s 10.04	**1.51**			6.4		
62			12.15PM				f 5.47	1.59	377.9		ERICKSON 1.5	97.0	f 9.55	1.41			6.1		
54 YP							s 5.50	2.02	379.4		MURPHY (Wye) 2.6	95.5	s 9.52	1.38					
64			12.44				f **5.54**	2.07	382.0		PENOYAR 1.8	92.9	f 9.46	1.33			**5.5**		
2							f		383.8		ESTER (Spur) 1.5	91.1	f						
67 YP			1.03				f 6.01	2.12	385.3		BRAY WYE 1.3	89.6	f 9.40	1.28			5.2		
68 WP			**1.25**				s 6.04	2.15	386.6	D	BRAY 4.2	88.3	s 9.37	**1.25**			5.1		
64			1.48				f 6.13	2.22	390.8		KEGG 4.0	84.1	f 9.28	1.18			4.4		
63			2.03				f 6.25	2.28	394.8		JEROME 4.0	80.1	f 9.20	1.11			4.1		
65 WP			2.23				s 6.33	2.34	398.8	D	MT. HEBRON 2.6	76.1	s 9.13	1.04			3.5		
63 P			**2.39**				s 6.38	**2.39**	401.4	D	MACDOEL 1.6	73.5	s 9.07	12.59			3.3		
63			2.52				f 6.41	2.42	403.0		SOMERSET 4.4	71.9	f 9.04	12.56			3.1		
62			**3.02**				f 6.50	2.50	407.4		MAY 4.4	67.5	s 8.56	12.49			**3.0** **2.4**		
64 P			3.32				s 6.58	2.56	411.8	D	DORRIS 4.5	63.1	s 8.47	12.42			2.3		
63			3.52				f 7.08	3.03	416.3		CALOR 2.0	58.6	f 8.38	12.35			1.5		
7							f		418.3		IVAN (Spur) 2.1	56.6	f						
64 W			4.12				s 7.17	3.09	420.4		WORDEN 2.8	54.5	s 8.30	12.28			1.4		
62			4.27				f 7.22	3.13	423.2		ADY 3.6	51.7	f 8.24	12.22			1.3		
70			4.47				s 7.30	3.20	426.8		MIDLAND 4.0	48.1	s 8.16	12.15			1.2		
63			4.57				f 7.37	3.27	430.8		TEXUM 3.4	44.1	f 8.07	12.07			1.1		
Term. Yd. WFYP		9.00AM	5.15PM	9.00AM			7.45PM	3.35PM	434.2	DR	**KLAMATH FALLS** 2.4	40.7	8.00AM	12.01PM			1.0		
64		9.05		9.05					436.6		CHELSEA 2.1	38.3							
68		9.09		9.09					438.7		WOCUS 4.3	36.2							
64		9.35		9.35					443.0		ALGOMA 4.6	31.9							
64		9.45		9.45					447.6		OUXY 3.5	27.3							
		9.52		9.52					451.1		HARRIMAN LODGE (No Siding) 1.1	23.8							
64		10.00		10.00					452.2		LELU 4.3	22.7							
69		10.13		10.13					456.5		LOBERT 4.9	18.4							
64 WYP		10.30		10.30					461.4	D	CHILOQUIN 1.3	13.5							
4									462.7		PINE RIDGE (Spur) 1.7	12.2							
6									464.4		SYCAN (Spur) 1.4	10.5							
66		10.50		**10.50AM**					465.8	R	**MEVA** 4.1	9.1							
71		11.00							469.9		SPRAGUE 5.0	5.0							
71 YP		11.15AM							474.9	R	**KIRK**	0.0							11.35AM
		Ar. Mon., Wed. & Fri.	Arrive Daily Ex. Sunday	Ar. Tues., Thur. & Sat.			Arrive Daily	Arrive Daily			(126.5)		Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave. Tues., Thur. & Sat.	Leave Mon., Wed. & Fri.
		(2.15) 18.09	(7.45) 11.07	(1.50) 17.23			(3.30) 24.51	(3.05) 27.78			……………………Time over District…………………… ……………………Average speed per hour……………………		(3.25) 25.11	(3.14) 26.53			(7.45) 11.07	(1.55) 16.48	(2.15) 18.09

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 232 is superior to No. 231 and No. 234 is superior to No. 233.

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

21

IME TABLE

FOR THE

STA DIVISION

Sunday, May 28, 1916, at 12:01 A. M.

CIFIC STANDARD TIME (120th MERIDIAN)

rmation of employes only, and not intended for the use of the public

eserves the right to vary from this time table at pleasure

SOUTHERN
SAFETY
PACIFIC

Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Shasta

If any.

San Francisco, May 27, 1916.

J. W. Metcalf, Dunsmuir

During life of new time table make Thrall a flag stop for train 14. C-6.

W. R. Scott

Mail copies to:
Mr. D. W. Campbell
Mr. C. S. Fee
Mr. G. F. Richardson

hbb hb

Eastward.

WEED SUBDIVISION.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS				FIRST CLASS				Distance from San Francisco Via Marysville	SUPPLEMENT No. 1 —TO— Time Table No. 21 Effective July 18, 1916	Distance from Kirk	FIRST CLASS				SECOND CLASS				
		234	228	232			40	42				39	41			227	231	233		
		Kirk Mixed	Way Freight	Meva Mixed			Klamath Falls Passenger	Klamath Falls Passenger				Weed Passenger	Weed Passenger			Way Freight	Klamath Falls Mixed	Klamath Falls Mixed		
		Lv. Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Lv. Tues., Thur. & Sat.			Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily			Arrive D Ex. Sund				
Term. Yd. WTPFO			9.30AM				4.15PM	12.30PM	348.4	DNR **WEED** 3.3	126.5	11.25AM	3.15PM			8.4				
11			9.47				f 4.25	12.40	351.7	EVANS (Spur) 2.2	123.2	f 11.12	3.03			8.2				
29			9.57				f 4.33	12.48	353.9	GEAGAN 4.6	121.0	f 11.05	2.56			8.1				
11			10.20				f 4.48	1.03	358.5	HOEY 2.1	116.4	f 10.49	2.40			7.5				
36 P			**10.43**				f 4.55	1.10	360.6	DELANEY 2.6	114.3	f **10.43**	2.32			7.4				
55			10.54				f 5.05	1.19	363.2	MT. SHASTA (Spur) 2.7	111.7	f 10.34	2.22			7.3				
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62			12.15PM				f 5.47	1.59	377.9	ERICKSON 1.5	97.0	f 9.55	1.41			6.1				
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64			12.44				f **5.54**	2.07	382.0	PENOYAR 1.8	92.9	f 9.46	1.33			**5.5**				
2							f		383.8	ESTER (Spur) 1.5	91.1	f								
67 YP			1.03				f 6.01	2.12	385.3	BRAY WYE 1.3	89.6	f 9.40	1.28			5.2				
68 WP			**1.25**				s 6.04	2.15	386.6	D BRAY 4.2	88.3	s 9.37	**1.25**			5.1				
64			1.48				f 6.13	2.22	390.8	KEGG 4.0	84.1	f 9.28	1.18			4.4				
63			2.03				f 6.25	2.28	394.8	JEROME 4.0	80.1	f 9.20	1.11			4.1				
65 WP			2.23				s 6.33	2.34	398.8	D MT. HEBRON 2.6	76.1	s 9.13	1.04			3.5				
63 P			**2.39**				s 6.38	**2.39**	401.4	D MACDOEL 1.6	73.5	s 9.07	12.59			3.3				
63			2.52				f 6.41	2.42	403.0	SOMERSET 4.4	71.9	f 9.04	12.56			3.1				
62			**3.02**				f 6.50	2.50	407.4	MAY 4.4	67.5	s 8.56	12.49			**3.0** 2.4				
64 P			3.32				s 6.58	2.56	411.8	D DORRIS 4.5	63.1	s 8.47	12.42			2.3				
63			3.52				f 7.08	3.03	416.3	CALOR 2.0	58.6	f 8.38	12.35			1.5				
7							f		418.3	IVAN (Spur) 2.1	56.6	f								
64 W			4.12				s 7.17	3.09	420.4	WORDEN 2.8	54.5	s 8.30	12.28			1.4				
62			4.27				f 7.22	3.13	423.2	ADY 3.6	51.7	f 8.24	12.22			1.3				
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4									462.7	PINE RIDGE (Spur) 1.7	12.2									
6									464.4	SYCAN (Spur) 1.4	10.5									
66		10.50		**10.50AM**					465.8	R **MEVA** 4.1	9.1									
71		11.00							469.9	SPRAGUE 5.0	5.0									
71 YP		11.15AM							474.9	R **KIRK**	0.0							11.35AM		
		Ar. Mon., Wed. & Fri.	Arrive Daily Ex. Sunday	Ar. Tues., Thur. & Sat.			Arrive Daily	Arrive Daily		(126.5)		Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave. Tues., Thur. & Sat.	Leave Mon., Wed. & Fri.		
		(2.15)	(7.45)	(1.50)			(3.30)	(3.05)		Time over District		(3.25)	(3.14)			(7.45)	(1.55)	(2.15)		
		18.09	11.07	17.23			24.51	27.78		Average speed per hour		25.11	26.53			11.07	16.48	18.09		

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 232 is superior to No. 231 and No. 234 is superior to No. 233.

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

21

TIME TABLE

FOR THE

SHASTA DIVISION

To Take Effect Sunday, May 28, 1916, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

SOUTHERN
SAFETY
PACIFIC

For the government and information of employes only, and not intended for the use of the public

The Company reserves the right to vary from this time table at pleasure

R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Shasta

Eastward.

RED BLUFF SUBDIVISION.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	SECOND CLASS		FIRST CLASS				Distance from San Francisco Via Marysville	Time Table No. 21 May 28, 1916	Distance from Dunsmuir	FIRST CLASS				SECOND CLASS	
	230	222	14	12	22	16				21	11	13	15	229	221
	Way Freight	Portland Fast Freight	Portland Express	Shasta Limited	The Statesman	Oregon Express				The Statesman	Shasta Limited	San Francisco Express	California Express	Way Freight	Portland Fast Freight
	Leave Daily Ex. Tuesday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Tuesday	Arrive Daily
Term. Yd. WFTOP	1.30AM	12.05AM	9.10PM	5.05PM	3.40PM	5.20AM	223.4	DNR **RED BLUFF** 5.5	98.7	9.45AM	12.25PM	10.20PM	4.30AM	12.45AM	4.50AM
73 P	1.45	**12.20**	9.20	5.15	f 3.50	5.30	228.9	BLUNT 3.3	93.2	f 9.32	12.15	10.07	**4.17**	**12.20AM**	**4.17**
21							232.2	IVREA (Spur) 1.4	89.9						
65 P	2.05	12.40	9.28	5.23	f 4.00	f 5.40	233.6	HOOKER 6.8	88.5	f 9.22	12.07PM	9.57	4.07	11.25PM	3.25
48 WP	**3.00**	1.00	s **9.42**	5.35	s 4.14	s 5.55	240.4	N COTTONWOOD 6.7	81.7	s 9.05	11.54AM	s **9.42**	s 3.50	11.00	**3.00**
46 P	**3.25** **4.20**	1.20	s **9.55**	5.45	s 4.26	s 6.13	247.1	D **ANDERSON** 2.1	75.0	s 8.47	11.44	s 9.25	s **3.30**	**9.55**	2.30
22					f		249.2	ANDERSON BRICK YARD 4.3	72.9	f					
66	4.35	1.35	f 10.05	5.54	f 4.36	f 6.23	253.5	GIRVAN 3.0	68.6	f 8.35	11.35	f 9.10	3.18	9.25	2.15
32							256.5	STANDARD OIL (Spur) 0.8	65.6						
							257.3	CAL. POWDER WORKS 0.9 (Spur)	64.8						
65 WP	4.55 6.00	**2.00**	s 10.20	**6.03**	s 4.50	s 6.43	258.2	DN **REDDING** 2.8	63.9	s 8.25	11.27	s 9.00	s 3.08	**9.10** **5.58**	**2.00**
18					f	f	261.0	MIDDLE CREEK 2.9	61.1	f					
67 P	**6.55**	2.20	f 10.33	6.14	s **5.02**	s **6.55**	263.9	D **KESWICK** 2.0	58.2	s 8.08	11.16	s 8.42	f 2.53	**5.30** **4.57**	1.42
18					s	f	265.9	CENTRAL MINE 0.5	56.2	s					
25							266.4	CUARGO 1.6	55.7						
37 WP	7.20	**2.41**	10.45	6.25	f 5.13	f 7.07	268.0	MOTION 3.0	54.1	f 7.57	11.05	8.30	**2.41**	4.35	1.25
84 OP	**7.47**	3.05	f 10.55	6.34	s 5.22	s 7.19	271.0	D **CORAM** 4.7	51.1	s **7.47**	10.57	s 8.18	f 2.31	4.20	1.12
63 OP	9.45	3.25	s 11.07	6.45	s 5.36	s **7.35**	275.7	DN **KENNET** 2.6	46.4	s **7.35**	10.47	s 8.05	s 2.20	3.40	12.53
60 P	10.12	3.35	11.14	6.52	s 5.42	s 7.43	278.3	D **PITT** 1.9	43.8	s 7.23	10.40	f 7.52	2.10	2.45	12.43
86 YWP	**10.36**	3.45	11.19	6.56	f 5.46	f 7.50	280.2	MORLEY 3.6	41.9	f 7.18	**10.36**	f 7.47	2.05	2.30	12.35
31 P	11.10	4.05	11.30	7.03	f 5.54	f 8.01	283.8	ELMORE 6.7	38.3	f 7.10	10.29	f 7.39	1.57	2.10	12.20AM
4					f	f	290.5	ANTLER (Spur) 0.6	31.6	f		f			
59 P	11.40AM	4.30	**11.49PM**	**7.19**	f 6.11	f 8.21	291.1	SMITHSON 5.6	31.0	f 6.50	10.13	**7.19**	1.37	1.40	**11.49PM**
66 WP	12.15PM	5.00	s 12.07AM	7.36	s 6.25	s 8.41	296.7	D DELTA 3.5	25.4	s 6.37	10.00	s 7.00	s 1.22	1.15	11.05
42 P	**1.00**	5.15	f 12.18	7.45	s **6.45**	s 8.54	300.2	D LAMOINE 3.8	21.9	s 6.27	9.51	s **6.45**	f 1.11	**1.00**	10.40
34 P	1.20	5.30	12.30	7.55	f 6.58	f 9.08	304.0	GIBSON 5.4	18.1	f 6.16	9.42	f 6.34	1.00	12.15PM	10.25
73 WP	1.55	**6.04**	f **12.47**	8.10	f 7.13	f **9.30**	309.4	N SIMS 2.4	12.7	f **6.04**	**9.30**	f 6.21	f **12.47**	11.50AM	10.00
					f	f	311.8	FLUME (Spur) 1.3	10.3	f					
65	2.10	6.40	1.00	8.20	f 7.23	f 9.40	313.1	CONANT 2.2	9.0	f 5.56	9.22	f 6.12	12.30	11.25	9.45
59 P	2.40	7.00	f 1.07	8.27	s 7.33	s 9.48	315.3	D CASTELLA 0.8	6.8	s 5.50	9.17	s 6.05	f 12.20	11.10	9.35
34							316.1	DIRIGO 0.3	6.0						
2			f		f	f	316.4	CASTLE ROCK (Spur) 1.9	5.7	f		f	f		
39	3.10	7.15	f 1.17	8.35	f 7.44	f 9.58	318.3	CASTLE CRAG 2.1	3.8	f 5.40	9.09	s 5.55	f 12.07	10.30	9.20
45 P	3.20	7.30	1.23	8.40	f 7.50	10.05	320.4	NUTGLADE 1.7	1.7	f 5.35	9.04	5.50	12.01AM	10.20	9.10
Term. Yd. WFTOP	3.30PM	7.40AM	1.30AM	8.45PM	7.55PM	**10.10AM**	322.1	DNR **DUNSMUIR**	0.0	5.30AM	9.00AM	5.45PM	11.55PM	**10.10AM**	9.00PM
	Arrive Daily Ex. Tuesday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(98.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex.Monday	Leave Daily
	(14.00) 8.22	(7.35) 13.01	(4.20) 22.77	(3.40) 26.91	(4.15) 23.22	(4.50) 20.42		..........Time over District.......... ....Average speed per hour..........		(4.15) 23.22	(3.25) 28.88	(4.35) 21.53	(4.35) 21.53	(14.35) 8.66	(7.50) 12.60

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

onal Stops on Signal:

os. 21 and 22 at Sweetbriar, Chromite, Eagle Point, Fisher, Scholes, Etter and Draper.

o. 13 at Sweetbriar and Chromite.

o. 16 at Chromite.

ar

Eastward.

DUNSMUIR SUBDIVISION.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water Turning Stations and Telephone.	SECOND CLASS			FIRST CLASS			Distance from San Francisco Via Marysville	Time Table No. 21 May 28, 1916	Distance from Ashland	FIRST CLASS			SECOND CLASS		
	222	226	230	12	16	14				11	13	15	229	221	225
	Portland Fast Freight	Way Freight	Way Freight	Shasta Limited	Oregon Express	Portland Express				Shasta Limited	San Francisco Express	California Express	Way Freight	Portland Fast Freight	Way Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Saturday
Term. Yd. WFTOP	10.45AM		5.15AM	8.53PM	10.30AM	1.45AM	322.1	Automatic Block DNR **DUNSMUIR** 1.0	107.0	8.53AM	5.20PM	11.40PM	3.15PM	6.15PM	
	No Siding		No Siding		f10.33	f	323.1	UPPER SODA SPRINGS 0.7	106.0		f 5.13	f	No Siding	No Siding	
P	No Siding		No Siding		f10.37	f	323.8	SHASTA RETREAT 1.6	105.3		f 5.10	f 11.30	No Siding	No Siding	
P				s 9.03 9.08	s10.42 10.52	f 1.57	325.4	D† SHASTA SPRINGS 0.7	103.7	8.42 s 8.37	5.05 s 4.55	11.25 s 11.18			
77 P	11.05		5.35	9.10	10.55	2.00	326.1	SMALL 1.5	103.0	8.35	4.53	11.16	2.45	5.55	
25 P	11.15		5.45	9.15	f 11.01	2.05	327.6	CANTARA 3.8	101.5	8.30	f 4.47	f 11.10	2.35	5.45	
64 P	11.35		6.05	9.28	f 11.16	2.20	331.4	MOTT 2.1	97.7	8.17	4.31	f 10.55	2.10	5.20	
62	11.45AM		6.15	9.34	11.22	2.25	333.5	AZALEA 1.6	95.6	8.12	4.25	10.48	2.00	5.00	
							335.1	PIONEER (Spur) 0.3	94.0						
							335.4	BARNARD (Spur) 1.3	93.7						
118 YWP	12.10PM		7.00	s 9.45	s 11.35	s 2.40	336.7	DN **SISSON** 2.4	92.4	8.05	s 4.17	s 10.40	1.45	4.45	
33 P	12.20		7.20	9.51	f 11.41	2.45	339.1	UPTON 3.2	90.0	7.59	4.08	f 10.30	12 50	4.30	
55 YWP	12.33		7.52	10.00	f 11.50	2.53	342.3	DEETZ 3.5	86.8	7.52	f 4.00	f 10.20	12.33PM	4.00	
54 P	12.47		8.10	10.08	f 11.58AM	3.01	345.8	IGERNA 2.6	83.3	7.43	3.50	f 10.08	11.58AM	3.30	
59 77 WFTOP	1.10		9.00	10.15	s 12.12PM	s 3.11	348.4	DNR **WEED** 5.0	80.7	7.36	s 3.33	s 9.43	11.35	3.05	
53 WFTP	1.30		9.45	10.27	s 12.25	f 3.24	353.4	D EDGEWOOD 7.6	75.7	7.21	s 3.18	s 9.25	9.45	2.40	
32 P	1.55		10.15	10.42	s 12.40	f 3.39	361.0	D GAZELLE 8.1	68.1	7.06	s 2.58	s 9.02	9.15	1.55	
49	2.40		10.35	10.55	f 12.55	f 3.53	369.1	GRENADA 6.4	60.0	6.53	2.40	f 8.45	8.20	1.30	
42 WP	3.00		11.35	11.06	s 1.10	s 4.08	375.5	DN **MONTAGUE** 5.2	53.6	6.42	s 2.25	s 8.30	8.00	1.10	
71 YP	3.15		11.55AM	11.15	f 1.20	4.18	380.7	SNOWDON 5.5	48.4	6.33	2.06	f 8.15	7.20	12.50	
57 P	3.30		12.25PM	11.26	s 1.32	f 4.30	386.2	D AGER 2.2	42.9	6.18	f 1.50	f 7.57	7.00	12.25	
24	3.40		12.55	11.31	f 1.41	4.37	388.4	THRALL 2.1	40.7	6.12	f 1.41	f 7.47	6.35	12.15	
45	3.50		1.05	11.36	f 1.48	4.44	390.5	KLAMATHON 2.6	38.6	6.07	1.35	f 7.41	6.25	12.05PM	
Term. Yd. WFTP	4.45	12.10AM	1.15PM	s 11.46PM	s 2.05	s 4.57	393.1	DNR **HORNBROOK** 4.4	36.0	s 6.02	s 1.30	s 7.35	6.15AM	11.55AM	11.20PM
47 P	5.15	12.40		12.01AM	f 2.20	5.12	397.5	ZULEKA 4.3	31.6	5.45	1.07	f 7.10		10.50	11.00
54 P	5.35	1.10		12.15	s 2.35	s 5.33	401.8	D HILT 1.0	27.3	5.33	s 12.55	s 6.55		10.32	10.40
22	5.40	1.20		12.17	f 2.37	5.36	402.8	COLE 4.6	26.3	5.31	12.52	f 6.50		10.28	10.15
39 P	6.36	1.50		12.32	f 2.57	5.58	407.4	GREGORY 1.7	21.7	5.18	12.38	f 6.36		10.10	9.55
	No Siding	No Siding			f 3.08	f 6.08	409.1	COLESTIN 0.9	20.0		f 12.31	f 6.30		No Siding	No Siding
54 P	7.05	2.10		12.42	3.13	6.14	410.0	WHITE POINT 2.2	19.1	5.09	12.28	6.28		9.50	9.30
69 TP	7.35	2.35		s 12.50	s 3.24	s 6.24	412.2	DN SISKIYOU 3.4	16.9	s 5.02	s 12.20	s 6.20		9.40	9.20
28 P	7.55	2.55		1.04	3.40	6.40	415.6	WALL CREEK 3.7	13.5	4.45	12.05PM	6.02		9.10	8.55
60 WP	8.20	3.25		s 1.20	s 3.56	s 6.56	419.3	STEINMAN 3.6	9.8	4.30	f 11.50AM	f 5.45		8.40	8.20
50 P	8.50	3.45		1.33	f 4.10	f 7.09	422.9	MISTLETOE 2.6	6.2	4.15	11.35	f 5.26		8.00	7.50
54	9.10	4.08		1.40	4.20	f 7.20	425.5	CLAWSON 3.6	3.6	4.08	11.25	f 5.18		7.45	7.30
Term. Yd. WFTOP	9.30PM	4.30AM		1.50AM	4.30PM	7.30AM	429.1	DNR **ASHLAND**	0.0	4.00AM	11.15AM	5.10PM		7.30AM	7.15PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(107.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday
	(10.45) 10.70	(4.20) 8.30	(8.00) 9.30	(4.57) 21.98	(6.00) 18.34	(5.45) 18.60		Time over District Average speed per hour		(4.53) 22.29	(6.05) 18.08	(6.30) 16.76	(9.00) 7.88	(10.45) 9.95	(4.05) 8.81

Additional Stops on Signal:
Nos. 15 and 16 at Elba.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

†The time of Passenger trains at Shasta Springs is at the Mineral Spring and not at the Siding.

Eastward.

WEED SUBDIVISION.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS				FIRST CLASS				Distance from San Francisco Via Marysville		Time Table No. 21 May 28, 1916	Distance from Kirk	FIRST CLASS				SECOND CLASS				
		234	228	232				40					39				227	231	233		
		Kirk Mixed	Way Freight	Meva Mixed				Klamath Falls Passenger					Klamath Falls Passenger				Way Freight	Klamath Falls Mixed	Klamath Falls Mixed		
		Leave Friday Only	Lv. Mon. Wed. & Fri.	Lv. Mon. and Wed. Only				Leave Daily			STATIONS		Arrive Daily				Ar. Tues., Thur. & Sat.	Ar. Mon. and Wed. Only	Arrive Friday Only		
Term. Yd. WTPFO			2.00PM					3.55PM	348.4	DNR	**WEED** 3.3	126.5	11.45AM				2.45PM				
11			2.17					f 4.05	351.7		EVANS (Spur) 2.2	123.2	f 11.32				2.30				
29			2.27					f 4.13	353.9		GEAGAN 4.6	121.0	f 11.25				2.15				
11			2.50					f 4.28	358.5		HOEY 2.1	116.4	f 11.09				1.42				
36 P			3.07					f 4.35	360.6		DELANEY 2.6	114.3	f 11.03				1.30				
55			3.22					f 4.45	363.2		MT. SHASTA (Spur) 2.7	111.7	f 10.54				1.13				
30			3.47					f 4.55	365.9		MORRISON 3.3	109.0	f 10.45				12.55				
44 Y			4.02					f 5.05	369.2		PINELAND (Wye) 4.1	105.7	f 10.35				12.35				
55 WP			4.32					s 5.17	373.3	D	GRASS LAKE 4.6	101.6	s 10.24				12.05PM				
62			5.05					f 5.27	377.9		ERICKSON 1.5	97.0	f 10.15				11.30AM				
54 YP								s 5.30	379.4		MURPHY (Wye) 2.6	95.5	s 10.12								
64			5.34					f 5.34	382.0		PENOYAR 1.8	92.9	f 10.06				11.10				
2								f	383.8		ESTER (Spur) 1.5	91.1	f								
67 YP			5.55					f 5.41	385.3		BRAY WYE 1.3	89.6	f 10.00				10.55				
68 WP			6.20					s 5.44	386.6	D	BRAY 4.2	88.3	s 9.57				10.45				
64			6.40					f 5.53	390.8		KEGG 4.0	84.1	f 9.48				10.10				
63			6.55					f 6.05	394.8		JEROME 4.0	80.1	f 9.40				9.55				
65 WP			7.15					s 6.13	398.8	D	MT. HEBRON 2.6	76.1	s 9.33				9.33				
63 P			7.35					s 6.18	401.4	D	MACDOEL 1.6	73.5	s 9.27				9.00				
63			7.40					f 6.21	403.0		SOMERSET 4.4	71.9	f 9.24				8.50				
62			7.50					f 6.30	407.4		MAY 4.4	67.5	s 9.16				8.40				
64 P			8.20					s 6.38	411.8	D	DORRIS 4.5	63.1	s 9.07				8.30				
63			8.40					f 6.48	416.3		CALOR 2.0	58.6	f 8.58				7.55				
7								f	418.3		IVAN (Spur) 2.1	56.6	f								
64 W			9.00					s 6.57	420.4		WORDEN 2.8	54.5	s 8.50				7.45				
62			9.15					f 7.02	423.2		ADY 3.6	51.7	f 8.44				7.35				
70			9.35					s 7.10	426.8		MIDLAND 4.0	48.1	s 8.36				7.25				
63			9.45					f 7.18	430.8		TEXUM 3.4	44.1	f 8.27				7.10				
Term. Yd. WFYP		10.10AM	10.00PM	10.10AM				7.25PM	434.2	DR	**KLAMATH FALLS** 2.4	40.7	8.20AM				7.00AM	3.05PM	3.30PM		
64		10.20		10.20					436.6		CHELSEA 2.1	38.3						2.45	3.10		
68		10.30		10.30					438.7		WOCUS 4.3	36.2						2.30	2.55		
64		10.50		10.50					443.0		ALGOMA 4.6	31.9						2.15	2.40		
64		11.00		11.00					447.6		OUXY 3.5	27.3						1.38	2.03		
		11.08		11.08					451.1		HARRIMAN LODGE (No Siding) 1.1	23.8						1.28	1.53		
64		11.11		11.11					452.2		LELU 4.3	22.7						1.25	1.50		
69		11.25		11.25					456.5		LOBERT 4.9	18.4						1.10	1.35		
64 WYP		11.55AM		11.55AM					461.4	D	CHILOQUIN 1.3	13.5						12.50	1.20		
4									462.7		PINE RIDGE (Spur) 1.7	12.2									
6									464.4		SYCAN (Spur) 1.4	10.5									
66		12.10PM		12.10PM					465.8	R	**MEVA** 4.1	9.1						12.20PM	1.05		
71		12.20							469.9		SPRAGUE 5.0	5.0							12.57		
71 YP		12.35PM							474.9	R	**KIRK**	0.0							12.45PM		
		Arrive Friday Only	Ar. Mon., Wed. & Fri.	Ar. Mon. and Wed. Only				Arrive Daily			(126.5)		Leave Daily				Lv. Tues., Thur. & Sat.	Lv. Mon. and Wed. Only	Leave Friday Only		
		(2.25)	(8.00)	(2.00)				(3.30)			Time over District		(3.25)				(7.45)	(2.45)	(2.45)		
		16.77	10.72	15.80				24.51			Average speed per hour		25.11				11.07	11.50	14.80		

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 232 is superior to No. 231 and No. 234 is superior to No. 233.

SPECIAL RULES.

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND (2d) CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

STANDARD CLOCKS.

Red Bluff
Redding
Hornbrook
Dunsmuir (Train Dispatcher's office)
Klamath Falls
Ashland
Weed

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
G. C. WILKINS	Red Bluff
F. R. DOBROWSKY—Red Bluff to Dunsmuir	Redding
G. A. HUTAFF	Dunsmuir
E. G. WEED—Weed to Kirk	Weed
F. M. UPP	Klamath Falls
H. L. WHITED—Ashland to Dunsmuir	Ashland

BULLETIN BOARDS.

Red Bluff (Tel. Ofc.)
Dunsmuir (Tel. Ofc. and Club)
Weed (Tel. Ofc.)
Klamath Falls (Frt. Ofc.)
Ashland (Tel. Ofc.)
Hornbrook (Tel. Ofc.)

CLEARANCES.

Rule 83-A will not apply at initial stations which are not telegraph stations, and at telegraph stations only when operator on duty.

All trains will obtain clearance card (Form 2643) at Hornbrook.

REGISTERING STATIONS.

Weed registering station for branch trains, and main line extras, beginning or ending trip at Weed.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

TRAIN AND AIR INSPECTION.

Passenger trains descending the grade will make a stop of four minutes at Steinman, and freight trains descending the grade will make a stop as indicated below at the following stations, where trainmen will make a careful inspection of all cars in train:

Steinman	10 mins.	Delta	5 mins.	Weed or Edgewood	5 mins.
Gregory	10 "	Motion	5 "	Deetz	5 "
Mile Post 359½ (Weed Subdivision)	5 mins.			Mott	5 "

Air brakes on all trains and air whistle signal on passenger trains must be tested as follows:

Deetz or Sisson all trains, except No. 11.
Edgewood all westward trains except No. 11.
Hornbrook all trains.
Siskiyou all trains.
Grass Lake all trains.

Engines detached from train or for any reason train line broken at any point, rear end plug test must be made.

Conductors will report to Superintendent by wire any failure to properly control train by air brake, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute tests of all retainers. The list then to be forwarded to Superintendent by mail.

19 FORM TRAIN ORDER FOR RESTRICTING TRAINS.

Within automatic block signal limits, between Red Bluff and Edgewood the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used.

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order Form "G," Example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that Dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in blank space where time is shown. This paragraph includes territory outside of automatic block signals also.

Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order. Conductors' and Engineers' attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

A stick relay is located east of turn-table at Siskiyou to allow rear portion of freight trains to come through Tunnel 13 after head portion has cleared point where relay is located, and must not be used for any other purpose.

Automatic block signals controlled by track circuits are located east and west end of Tunnels 13 and 14, near Siskiyou. Trains approaching and passing these signals will be governed by automatic block system rules.

Referring to Rule 504, Book of Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman.

Trainmen must not depend upon the block system to protect their trains.

On single track, within automatic block system limits, last portion of Rule 86 will not apply.

East home semaphore No. 2230 at west end of Red Bluff yard, and East home semaphore No. 3218 at west end of Dunsmuir yard, are minute blocks, that is, when such signals are in stop position, trains will come to a stop, wait one minute, and then proceed under control.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20/28 105	3025 to 3071	77	46380 "
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26/40-30 394	4000 to 4016	53	43050 "
MC-57 26/40-30 398	4017 to 4028	53	43050 "
MC-57 26/40-30 401-S	4029 to 4043	53	43500 "
MC-57 26/40-30 395-S	4044 to 4048	53	43500 "
C-57 22/03 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical distributing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

Maximum speed of any train at any point must not exceed 50 miles per hour.

BETWEEN	LIGHT ENGINES	
	Running Forward	Running Backward
Ashland and Hornbrook Pineland and Weed	20	10
Hornbrook and Snowdon Dunsmuir and Gazelle	25	15
Grass Lake and Pineland	25	12
Dunsmuir and one mile east of Middle Creek Klamath Falls and Kirk	25	15
One mile east of Middle Creek and Red Bluff Snowdon and Gazelle Grass Lake and Klamath Falls	30	25

Trains must not exceed the speed in miles per hour as shown below. No one mile at speed allowed must be made in faster time than shown in speed table:

	Passenger	Freight
Red Bluff and one mile east of Middle Creek	50	30
One mile east of Middle Creek and Dunsmuir	28	18
Dunsmuir and Azalea	25	15
Azalea and Deetz	30	18
Deetz and Edgewood	25	15
Edgewood and Snowdon	50	35
Snowdon and Hornbrook	30	18
Hornbrook and Clawson	25	15
Clawson and Ashland	30	18
Weed and Pineland	25	12
Pineland and Grass Lake	30	15
Grass Lake and Klamath Falls	45	35
Klamath Falls and Kirk	35	25

Maximum speed of Mikado type of engines must not exceed 40 miles per hour over portions of division where passenger trains are permitted to make 50 miles per hour.

By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the limits of Redding yard.

Trains must not exceed speed of 8 miles per hour through cross-overs or turn-outs.

Trains must not exceed 15 miles per hour over Big Canon Bridge.

Eastward passenger trains will not exceed fifteen miles per hour over switch at Barnard and west switch Gibson. Westward passenger trains will not exceed fifteen miles per hour over east switch at Elmore.

ALL AVAILABLE RETAINERS ON PASSENGER TRAINS DESCENDING GRADES WILL BE USED:

Eastward trains:

Before passing over Black Butte Summit to Edgewood.

From Siskiyou to Clawson. Exception: Where mail, baggage and express cars are equipped with a 15-lb. retainer not accessible, same may be turned down on such cars at Steinman, but where accessible, should be turned down at Clawson. Ten-pound retainers should be used into Ashland.

Westward trains:

From Siskiyou to Cole Water Tank and before passing over Bailey Hill to Mile Post 395. Exception: Retainers on mail, baggage and express cars, where not accessible, will be used Siskiyou to Hornbrook, but should be turned down momentarily when stop is made at Hilt.

SPECIAL RULES—Continued.

RETAINERS—(Continued).

From Azalea until stop is made at Shasta Springs, all accessible retainers should be used. Accessible 15-lb. retainers should be turned down momentarily when rounding 18th Crossing, or at any other point should occasion require.

Fifteen-pound retainers which have been re-modelled to hold ten pounds can be distinguished by a small hole drilled through end of handle.

In operating retainers, they should be turned up commencing at head end, and when turned down, commencing at rear end of train.

Freight trains will use sufficient retainers to properly control trains on descending grade between Ashland and Delta, Grass Lake and Weed.

SPEED RESTRICTIONS ON CURVES.

Trains must reduce speed in territory covered by slow boards, located as follows:

Small:	
Curve No. 572	
West Board, 1900 feet west of Mile Post 327	10 miles per hour—Passenger
East Board, 1000 feet west of Mile Post 327	10 miles per hour—Freight.
Cantara:	
Curve No. 579.	
West Board, 700 feet west of Mile Post 328	10 miles per hour—Passenger
East Board, 850 feet east of Mile Post 328	10 miles per hour—Freight
Edgewood:	
Curve No. 724	
West Board, 1650 feet west of Mile Post 354	25 miles per hour—Passenger.
East Board, 1200 feet west of Mile Post 354	15 miles per hour—Freight.
Curve No. 725	
West Board, 1050 feet west of Mile Post 354	25 miles per hour—Passenger.
East Board, 500 feet west of Mile Post 354	15 miles per hour—Freight.
Curve No. 732	
West Board, 650 feet east of Mile Post 355	25 miles per hour—Passenger.
East Board, 2200 feet east of Mile Post 355	15 miles per hour—Freight.
Curve No. 733	
West Board, 2360 feet east of Mile Post 355	25 miles per hour—Passenger.
East Board, 2000 feet west of Mile Post 356	15 miles per hour—Freight.
Montague:	
Curve No. 760	
West Board, 2100 feet east of Mile Post 373	25 miles per hour—Passenger.
East Board, 2200 feet west of Mile Post 374	15 miles per hour—Freight.
Curve No. 761	
West Board, 1600 feet west of Mile Post 374	25 miles per hour—Passenger.
East Board, 960 feet west of Mile Post 374	15 miles per hour—Freight.
Snowdon:	
Curve No. 772	
West Board, 2420 feet east of Mile Post 381	25 miles per hour—Passenger.
East Board, 2200 feet west of Mile Post 382	15 miles per hour—Freight.
Curve No. 773	
West Board, 2140 feet west of Mile Post 382	25 miles per hour—Passenger.
East Board, 1400 feet west of Mile Post 382	15 miles per hour—Freight.
Curve No. 774	
West Board, 1360 feet west of Mile Post 382	25 miles per hour—Passenger.
East Board, 940 feet west of Mile Post 382	15 miles per hour—Freight.
Curve No. 779	
West Board, 1620 feet west of Mile Post 383	25 miles per hour—Passenger.
East Board, 1180 feet west of Mile Post 383	15 miles per hour—Freight.
Ager:	
Curve No. 791	
West Board, 2200 feet east of Mile Post 385	25 miles per hour—Passenger.
East Board, 2800 feet east of Mile Post 385	15 miles per hour—Freight.
Curve No. 793	
West Board, 1780 feet west of Mile Post 386	25 miles per hour—Passenger.
East Board, 1430 feet west of Mile Post 386	15 miles per hour—Freight.
Thrall:	
Curve No. 812	
West Board, 600 feet east of Mile Post 389	25 miles per hour—Passenger.
East Board, 1600 feet east of Mile Post 389	15 miles per hour—Freight.
Klamathon:	
Curve No. 816	
West Board, 740 feet west of Mile Post 390	25 miles per hour—Passenger.
East Board, 280 feet west of Mile Post 390	15 miles per hour—Freight.
Curve No. 816A	
West Board, 250 feet west of Mile Post 390	25 miles per hour—Passenger.
East Board, 30 feet west of Mile Post 390	15 miles per hour—Freight.
Curve No. 817	
West Board, 200 feet east of Mile Post 390	25 miles per hour—Passenger.
East Board, 470 feet east of Mile Post 390	15 miles per hour—Freight.
Curve No. 818	
West Board, 820 feet east of Mile Post 390	25 miles per hour—Passenger.
East Board, 1440 feet east of Mile Post 390	15 miles per hour—Freight.
Curve No. 820	
West Board, 1440 feet west of Mile Post 391	25 miles per hour—Passenger.
East Board, 400 feet west of Mile Post 391	15 miles per hour—Freight.
Curve No. 821	
West Board, 20 feet west of Mile Post 391	25 miles per hour—Passenger.
East Board, 470 feet east of Mile Post 391	15 miles per hour—Freight.
Gregory:	
Curve No. 911	
West Board, 1800 feet west of Mile Post 408	15 miles per hour—Passenger.
East Board, 50 feet west of Mile Post 408	10 miles per hour—Freight.
Wall Creek:	
Curve No. 955	
West Board, 2100 feet west of Mile Post 415	15 miles per hour—Passenger.
East Board, 160 feet east of Mile Post 415	10 miles per hour—Freight.
Steinman:	
Curve No. 975	
West Board, 1350 feet west of Mile Post 418	10 miles per hour.
East Board, 250 feet east of Mile Post 418	
Mistletoe:	
Curve No. 1008	
West Board, 1850 feet east of Mile Post 423	25 miles per hour—Passenger.
East Board, 2770 feet west of Mile Post 424	15 miles per hour—Freight.
Curve No. 1011	
West Board, 1300 feet west of Mile Post 424	25 miles per hour—Passenger.
East Board, 630 feet west of Mile Post 424	15 miles per hour—Freight.
Curve No. 1013	
West Board, 640 feet east of Mile Post 424	25 miles per hour—Passenger.
East Board, 1120 feet east of Mile Post 424	15 miles per hour—Freight.
Curves:	
Rocky Point, one-half mile west of Geagan.	12 miles per hour.
One mile west of Evans	
Weed Yard, Lumber Co.'s crossing, eight-tenths mile east of Weed depot	

LOCATION OF OVERHEAD STRUCTURES

Main Line

M. P.	Between		Structure	Height	Crossing
258.5	Redding		H'way Bridge	21′ 0″	S. P. Tracks
269.6	Motion	Coram	Tunnel No. 1	17′ 10″	
276.6	Kennet	Pitt	Tunnel No. 2	17′ 9″	
278.9	Pitt	Morley	Tunnel No. 3	18′ 3″	
285.7	Elmore	Antler	Tunnel No. 4	17′ 11″	
286.3	Elmore	Antler	Tunnel No. 5	17′ 8″	
286.4	Elmore	Antler	Bridge No. 3	21′ 8″	Sacramento River
288.9	Elmore	Antler	Tunnel No. 6	21′ 6″	
295.6	Smithson	Delta	Tunnel No. 7	18′ 7″	
299.8	Delta	Lamoine	Tunnel No. 8	18′ 2″	
301.8	Lamoine	Gibson	Bridge No. 6	21′ 9″	Sacramento River
302.2	Lamoine	Gibson	Bridge No. 7	21′ 9″	Sacramento River
305.3	Gibson	Sims	Bridge No. 8	21′ 9″	Sacramento River
305.4	Gibson	Sims	Tunnel No. 9	17′ 8″	
306.7	Gibson	Sims	Bridge No. 9	21′ 9″	Sacramento River
307.0	Gibson	Sims	Tunnel No. 10	18′ 0″	
308.6	Gibson	Sims	Bridge No. 10	21′ 9″	Sacramento River
308.9	Gibson	Sims	Bridge No. 11	21′ 9″	Sacramento River
310.3	Sims	Flume	Bridge No. 12	21′ 10″	Sacramento River
310.4	Sims	Flume	Tunnel No. 11	18′ 3″	
310.6	Sims	Flume	Bridge No. 13	21′ 9″	Sacramento River
315.8	Castella	Dirigo	Bridge No. 1	21′ 10″	Castle Creek
317.6	Castle Rock	Castle Crags	Bridge No. 14	21′ 9″	Sacramento River
317.8	Castle Rock	Castle Crags	Bridge No. 15	21′ 9″	Sacramento River
323.3	Upper Soda	ShastaRetreat	Snow Shed	20′ 0″	
325.0	ShastaRetreat	Shasta Springs	Bridge No. 16	21′ 9″	Sacramento River
327.2	Small	Cantara	Bridge No. 17	21′ 9″	Sacramento River
329.4	Cantara	Mott	Tunnel No. 12	19′ 1″	
390.9	Klamathon	Hornbrook	Bridge	21′ 8″	Klamath River
411.3	White Point	Siskiyou	Tunnel No. 13	18′ 0″	
414.6	Siskiyou	Wall Creek	Tunnel No. 14	18′ 5″	
415.2	Siskiyou	Wall Creek	Tunnel No. 15	18′ 10″	
419.9	Steinman	Mistletoe	Tunnel No. 16	18′ 6″	

WEED SUB-DIVISION

M. P.	Between		Structure	Height	Crossing
412.5	Dorris	Calor	Tunnel No. 1	21′ 4″	
414.7	Dorris	Calor	Tunnel No. 2	21′ 4″	
431.8	Texum	Klamath Falls	H'way Bridge.	21′ 11″	S. P. Tracks
460.7	Lobert	Chiloquin	Bridge No. 1	21′ 10″	Sprague River

AVERAGE WEIGHT OF PASSENGER TRAIN CARS.

Kind of Car	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	79,000	90,000	
Baggage—(Dynamo)		105,000	
Baggage and Mail	77,000	121,000-69′ 90,000-60′	93,000
Baggage and Passenger	61,000		
Buffet		130,000	122,000
Buffet—(Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	86,000	98,000	
Coaches	80,000	95,000	
Dining	128,000	147,000	135,000
Horse Express	81,000		
Observation	122,000	145,000	131,000
Postal		110,000-60′ 77,000-40′	
Pullman Parlor	115,000	146,000	
Pullman Observation	124,500	151,000	127,000
Pullman Standard Sleepers	125,000	153,000	145,000
Pullman Tourist Sleepers	94,000		133,000
Tea and Silk	48,000		

MISCELLANEOUS.

Helper engines coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water, and where head engines cannot handle forward portion of train without assistance of helper, latter must not be cut off until after forward portion of train has been shoved by tank.

Engines on freight trains of twenty cars or over must in all cases be cut off before taking water.

Freight trains taking water at Steinman will observe the following rules:

Leading engines and pusher engines must not be cut from head and rear portion of train at the same time.

Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

The side track end of ALL LINK SWITCHES at all stations after using, must be left lined up for SIDING.

When necessary to occupy Iron Mountain Railroad Company's tracks at Keswick and McCloud River Railroad Company's tracks at Sisson, including the west leg of Wye at Sisson, it must be under protection of flag.

The tonnage of any train between Siskiyou and Ashland, Siskiyou and Hornbrook, Grass Lake and Weed, must not exceed ninety M's per operative brake, and between Deetz and Edgewood, Azalea and Small, must not exceed one hundred M's per operative brake.

Light extras westward, when so designated in train orders, will take siding for eastward extras, including light extras.

When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(a) If view is obscured by curves, fog or storm, flagman must be sent ahead, and train may follow, under control, in the manner prescribed by Rule 504.

(b) If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, but will run under control for a distance of one-half mile, before resuming full speed.

SCALES.

Track scales shown at following stations are private scales: Coram, Kennet, Weed.

WATER SUPPLY BETWEEN STATIONS.

Tank ¾ mile east Cantara.
Tank 1 mile east Cole.
Tank 1 mile west Siskiyou.
Tank¼ mile east of Grenada.

YARDS.

Yards are established at the following stations:

RED BLUFF.—Extends from Yard limit board east of Red Bluff to Yard limit board west of West switch Rawson on Sacramento Division.

REDDING.—Extends from Yard limit board east of East switch Redding to Yard limit board west of Standard Oil Spur Switch.

DUNSMUIR.—Extends from Yard limit board east of East switch Small to Yard limit board west of West switch Castle Crag.

WEED.—Extends from Yard limit board west of West switch Weed to Yard limit board east of East switch Weed on Main line, and to Yard limit board east of Weed on Branch (Weed Subdivision).

HORNBROOK.—Extends from Yard limit board west of West switch Hornbrook to Yard limit board east of East switch Hornbrook.

ASHLAND.—Extends from Yard limit board west of Ashland to Yard limit board east of Ashland, which is also junction between Shasta and Portland Division.

KLAMATH FALLS.—Extends from yard limit board west of Klamath Falls to and include Hank Spur, 3.6 miles east of Klamath Falls.

Rules 93 and D-93 are revised as follows:

Within yard limits the main track may be used, protecting against first-class trains.

All trains must approach yard limits and pass through yards under control.

RATING OF LOCOMOTIVES
(In M's of 1000 Pounds Back of Tender)

CLASS	ENGINE NUMBERS	Boiler Pressure	ASHLAND and HORNBROOK	DUNSMUIR and EDGEWOOD	SNOWDON to EDGEWOOD, EDGEWOOD to HORNBROOK, RED BLUFF to DUNSMUIR	HORNBROOK to SNOWDON	DUNSMUIR to RED BLUFF (Single Engine)	DUNSMUIR to RED BLUFF (Double Hooker Hill)
T—63 20/26 112	2235 to 2273	180	435	700	1330	935	2395	2635
T—63 21/28 144	2301 to 2310	200	565	910	1745	1225	3130	3425
T—63 22/28 160	2311 to 2352	200	610	990	1900	1325	3420	3755
C—51 19/30 96	2507 to 2512	150	400	630	1205	835	2130	2345
C—57 22/30 187	2513 to 2599, 2752 to 2830	200	695	1105	2100	1475	3745	4115
C—57 22/30 184	2694 to 2751							
C—57 22/34 176	2615, 2621 to 2623	185	695	1090	2055	1450	3635	3995
C—57 22/30 180	2624 to 2679	200	715	1125	2120	1495	3765	4135
C—57 22/30 178	2680 to 2693							
MK—57 23½/30 205	3200 to 3208, 3216 to 3235	180	655	1080	2130	1470	3835	4225
MK—63 26/28 210s	3236 to 3270	200	870	1390	2675	1870	4765	5245
TW—55 22/26 147	2900 to 2913	180	625	975	1840	1295	3240	3565
TW—57 20/30 114	2926	160	450	720	1375	965	2420	2690
TW—20 30/26 118	2947	170	490	785	1495	1050	2635	2930
Allowance for Empty and Underloaded Cars	Less than 40 M's		3	3	3	3	3	3
	40 to 50 M's		0	0	0	0	0	0
	More than 50 M's		0	0	0	0	0	0

CLASS
"T"—Ten Wheelers.
"C"—Consolidation Engines.
"TW"—Twelve Wheelers.
"MK"—Mikado.

Example:—Consolidation Engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

$$\text{C-57}\ \frac{22}{30}\ 187$$

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surgeon and Manager	San Francisco	
Dr. H. A. Parker	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. E. J. Cornish	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. Paul Wright	District Surgeon	Sisson	Between Mott and Deetz
Drs. W. E. and F. H. Tebbe	District Surgeons	Weed	Between Deetz, Gazelle and Grass Lake
Dr. H. W. Smith	Emergency Surgeon	Mt. Hebron	
Dr. G. W. Dwinnell	District Surgeon	Montague	Between Gazelle and Hornbrook
Dr. Chas. Pius	Asst. Surgeon	Montague	
Dr. G. L. Helms	District Surgeon	Hilt	Between Ager and Siskiyou
Dr. A. W. Boslough	District Surgeon	Ashland	Between Siskiyou and Talent
Dr. W. Gavey	District Surgeon	Red Bluff	Between Red Bluff and Cottonwood
Dr. A. B. Gilliland	Emergency Surgeon	Cottonwood	
Dr. C. A. Bell	District Surgeon	Anderson	Between Cottonwood and Girvan
Dr. F. Stable	District Surgeon	Redding	Between Girvan and Keswick
Dr. G. W. Sevenman	Emergency Surgeon	Keswick	
Dr. Stanholdt	District Surgeon	Kennet	Between Keswick and Delta
Dr. Phillip Petch	District Surgeon	Lamoine	Between Delta and Sims
Dr. A. A. Atkinson	District Surgeon	Dorris	Between Grass Lake and Ady
Dr. G. W. Merryman	District Surgeon	Klamath Falls	Between Ady and Klamath Falls

HOSPITALS:—General Hospital San Francisco, Cal.; S. P. Hospital, Sacramento, Cal; Emergency Hospital, Dunsmuir, Cal.

NOTE:—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of the Company Surgeon.

Any officer of the Company is authorized to call Company Surgeon to attend the injured.

When tramps or other trespassers are injured on the Company's lines they should be turned over to friends or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

Stretchers are located at following stations:

Red Bluff
Redding
Kennet
Dunsmuir
Sisson
Weed
Montague
Hornbrook
Ashland
Klamath Falls

TRAIN DISPATCHERS.

H. H. CARPENTER F. C. NOURSE K. W. JONES A. J. LEBOURVEAU E. J. HARDY I. S. RUTH

CHIEF TRAIN DISPATCHER..............C. G. BEATH..............................DUNSMUIR
TRAINMASTER ....W. B. KIRKLAND..........................DUNSMUIR

J. W. METCALF,
Superintendent.

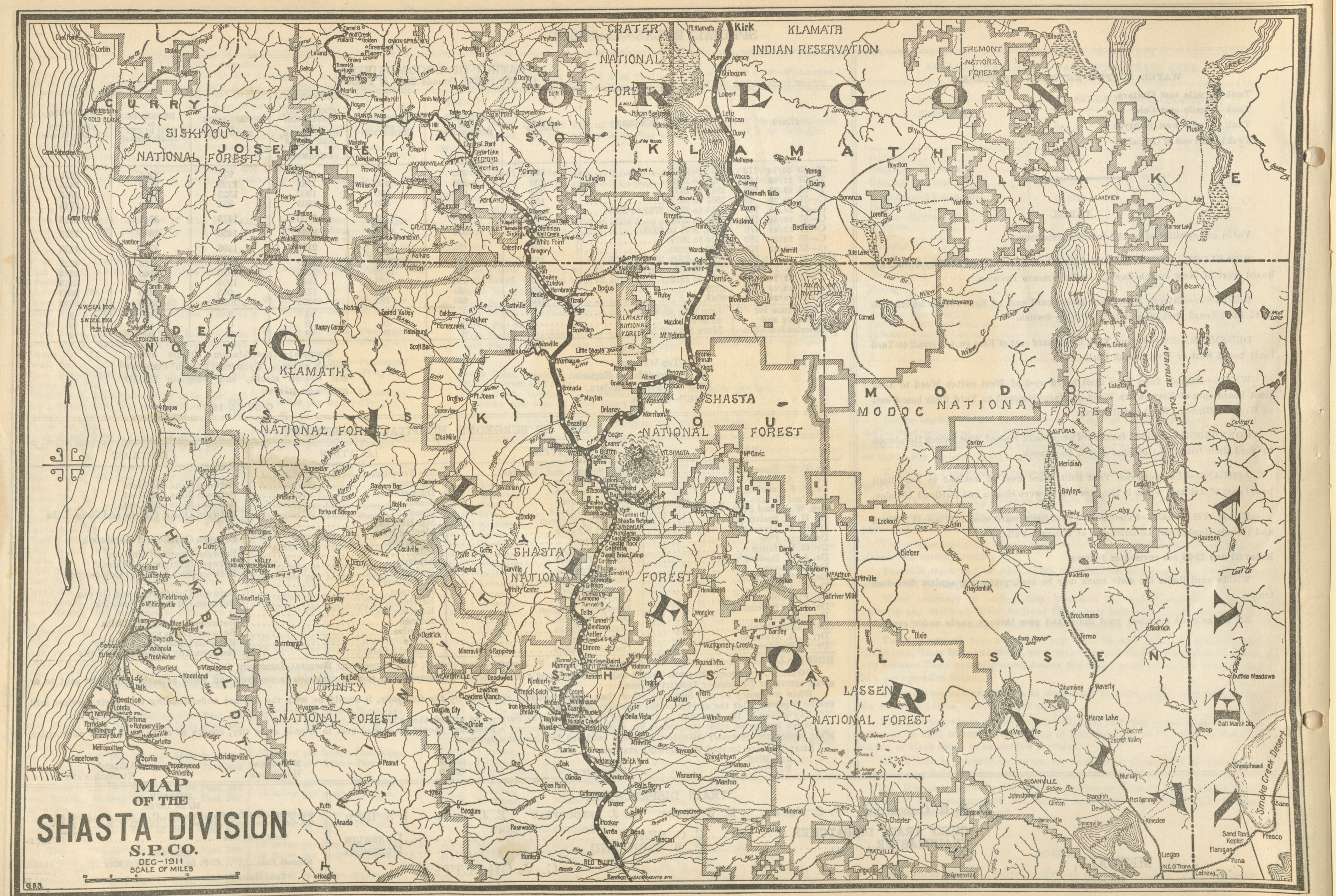
G. V. GILLETTE,
Asst. Superintendent.

MILEAGE.
MAIN LINES.

Red Bluff to Cal.-Ore. State Line......C. P. Ry........	180.55	
Cal.-Ore. State Line to Ashland........O. & C. R. R....	26.68	
Total Main Line..............................		207.23

BRANCH.

Klamath Falls..........C. P. Ry......Weed to Kirk....	126.49
Total Shasta Division..............................	333.72


OREGON
CALIFORNIA
NEVADA
CURRY
SISKIYOU NATIONAL FOREST
JOSEPHINE
JACKSON
KLAMATH
CRATER NATIONAL FOREST
KLAMATH INDIAN RESERVATION
FREMONT NATIONAL FOREST
LAKE
DEL NORTE
KLAMATH NATIONAL FOREST
SISKIYOU
SHASTA NATIONAL FOREST
MODOC
MODOC NATIONAL FOREST
HUMBOLDT
HOOPA VALLEY INDIAN RESERVATION
TRINITY NATIONAL FOREST
SHASTA
LASSEN
LASSEN NATIONAL FOREST
MT. SHASTA
Kirk
Chiloquin
Klamath Falls
Grants Pass
Medford
Jacksonville
Ashland
Montague
Weed
Sisson
Dunsmuir
Castella
Kennet
Redding
Anderson
Cottonwood
Red Bluff
Weaverville
Eureka
Crescent City
Alturas
Susanville
Lakeview
Cedarville
Fort Bidwell
Smoke Creek Desert
Surprise Valley
Gold Beach
Cape Mendocino
Cape Sebastian
Pit R.
Klamath R.
Sacramento R.

MAP OF THE SHASTA DIVISION

S.P. CO.

DEC-1911

SCALE OF MILES

G.S.S.